SOUND TRANSIT

MOTION NO. M2006-87

A motion of the Board of the Central Puget Sound Regional Transit Authority identifying the light rail routes, stations, and maintenance facility alternatives to be studied in detail in the East Link draft Environmental Impact Statement

Background:

The East Link project is a potential ST2 project to provide light rail transit between Seattle, Bellevue, and Redmond via I-90 and Mercer Island. Within ST2, the eastern limits of the project may be in Bellevue or Redmond. The project also includes a light rail operations and maintenance facility.

Evaluation of the alternative project routes, stations, and light rail maintenance facility locations identified by the Board will be conducted in cooperation with the Federal Transit Administration (FTA). Before committing federal funds to the East Link project, the FTA is required to undertake environmental review in compliance with the National Environmental Policy Act (NEPA). As the public agency proposing the East Link project, Sound Transit is required to comply with the State Environmental Policy Act (SEPA). The FTA, as the federal lead agency under NEPA, and Sound Transit, as the state lead agency under SEPA, have determined that alternative routes and stations in the project may have probable significant adverse environmental impacts. The Washington State Department of Transportation (WSDOT) is also expected to be a SEPA co-lead agency. To satisfy both NEPA and SEPA requirements, the agencies are preparing a combined NEPA/SEPA EIS for the project.

For this project-level EIS, a scoping process took place to receive comments on the project's proposed purpose and need, range of alternatives and impacts to be discussed in the Draft EIS. The scoping comment period for the East Link project ended October 2, 2006. The process involved a 30-day comment period, four scoping open houses, and an agency scoping meeting where the public had the opportunity to review possible route alternatives and provide comments. Those comments were considered in further defining the route alternatives being brought before the Board for consideration.

At the November 9, 2006 Board meeting, staff briefed the Board on the evaluation of route alternatives and maintenance facility locations for the East Link project. Staff has also provided the Board with information on cost factors, environmental impacts, and transportation service of the various route and maintenance facility alternatives.

Motion:

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority to study in detail in the draft Environmental Impact Statement the following light rail routes, stations, and maintenance facility alternatives:

Segment A

The route beginning in the existing Downtown Seattle Transit Tunnel and connecting to the Central Link light rail system at the Chinatown/International District Station, which enters I-90 via the existing D2 roadway, a high occupancy vehicle (HOV) ramp between downtown Seattle and Rainier Avenue and in the center reversible lanes of I-90 across Lake Washington and Mercer Island.

Segment B: I-90 to Downtown Bellevue:

- Alternative B1: Bellevue Way
- Alternative B2-A: Bellevue Way SE/112th Avenue SE At-grade
- Alternative B2-E: Bellevue Way SE/112th Avenue SE Elevated
- Alternative B3: Bellevue Way SE/I-405
- Alternative B7: BNSF/I-405

Segment C: Downtown Bellevue to Overlake Hospital

- Alternative C1-T: Bellevue Way SE/NE 6th Street Tunnel
- Alternative C2-T: 106th Avenue NE Tunnel
- Alternative C3-T: 108th Avenue NE Tunnel
- Alternative C4-A: 108th and 110th Avenues NE At-Grade Couplet
- Alternative C7-E: 112th Avenue NE Elevated
- Alternative C8-E: 110th Avenue NE Elevated

Segment D: Downtown Bellevue to Overlake Transit Center

- Alternative D2-A: NE 16th Street/SR 520 to Overlake At-Grade*
- Alternative D2-E: NE 16th Street/SR 520 to Overlake Elevated*
- Alternative D3: NE 16th Street/NE 20th Street to Overlake*
- Alternative D5: BNSF/SR 520 to Overlake

* A potential station at NE 16th/122nd is added for study with Alternatives D2, D3, and D4.

Segment E: Overlake Transit Center to Downtown Redmond

- Alternative E1: Redmond Way
- Alternative E2: Marymoor Park*
- Alternative E4: Leary Way

*An option to terminate at the Redmond Town Center Station, rather than continuing to the Redmond Park-and-Ride, is included for study with Alternative E2.

Maintenance Facility

- MF-1: 116th Avenue NE
- MF-2: BNSF
- MF-3: SR 520
- MF-5: Redmond

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on December 14, 2006.

John W. Ladenburg
Board Chair

ATTEST:

Marcia Walker
Board Administrator